

# **Section 8**

## **Speed-Related Total Crashes, Injury Crashes and Fatal Crashes, 2000**

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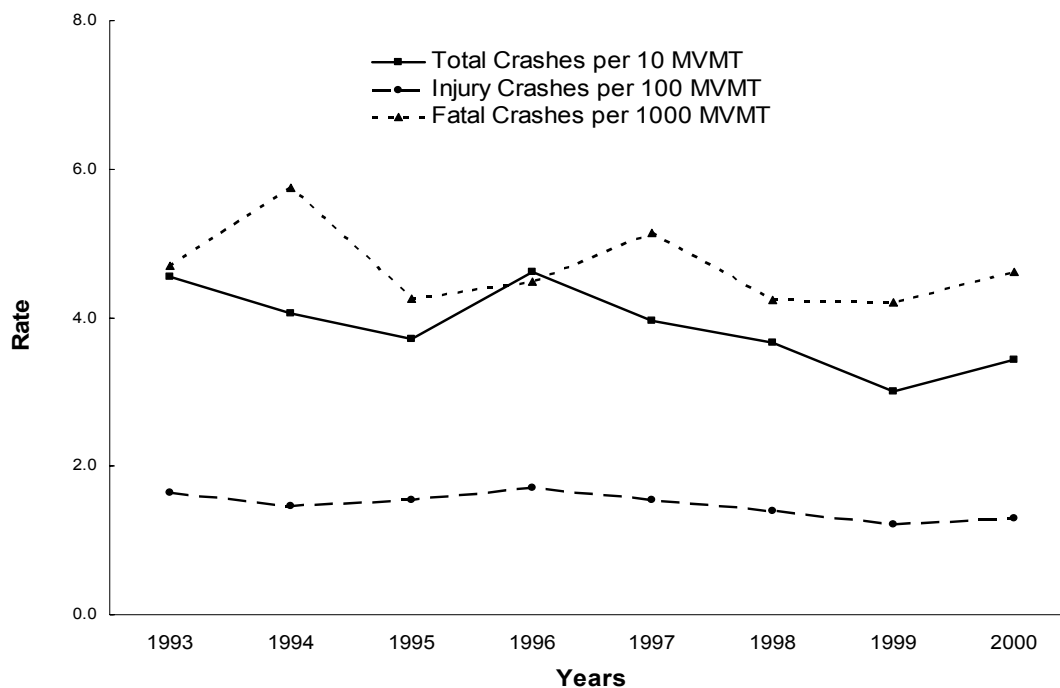
# Speed-Related Crashes 1993 - 2000

For the past eight years, the speed-related injury crash rate per million vehicle miles traveled has remained fairly constant, while the trends for total crashes and fatal crashes varied from year to year (Table 8.01 and Figure 8.01). A crash was defined as speed-related if a driver was cited for "speeding" or if "speed to fast" was marked as a contributing factor. In 2000, total speed-related crashes increased 17.4% from 1999. The number of fatal speed-related crashes increased by 13% from 1999.

Table 8.01 Speed-Related (S-R) Total Crashes, Injury Crashes and Fatal Crashes, Utah 1993-2000

Year	S-R Total Crashes		S-R Injury Crashes		S-R Fatal Crashes	
	#	Rate per 10 MVMT	#	Rate per 10 MVMT	#	Rate per 1000 MVMT
1993	7,765	4.6	2,796	1.6	80	4.7
1994	7,344	4.1	2,658	1.5	104	5.8
1995	6,972	3.7	2,912	1.6	80	4.3
1996	8,974	4.6	3,322	1.7	87	4.5
1997	8,079	4.0	3,151	1.5	105	5.1
1998	7,788	3.7	2,981	1.4	90	4.2
1999	6,580	3.0	2,652	1.2	92	4.2
2000	7,725	3.4	2,934	1.3	104	4.6

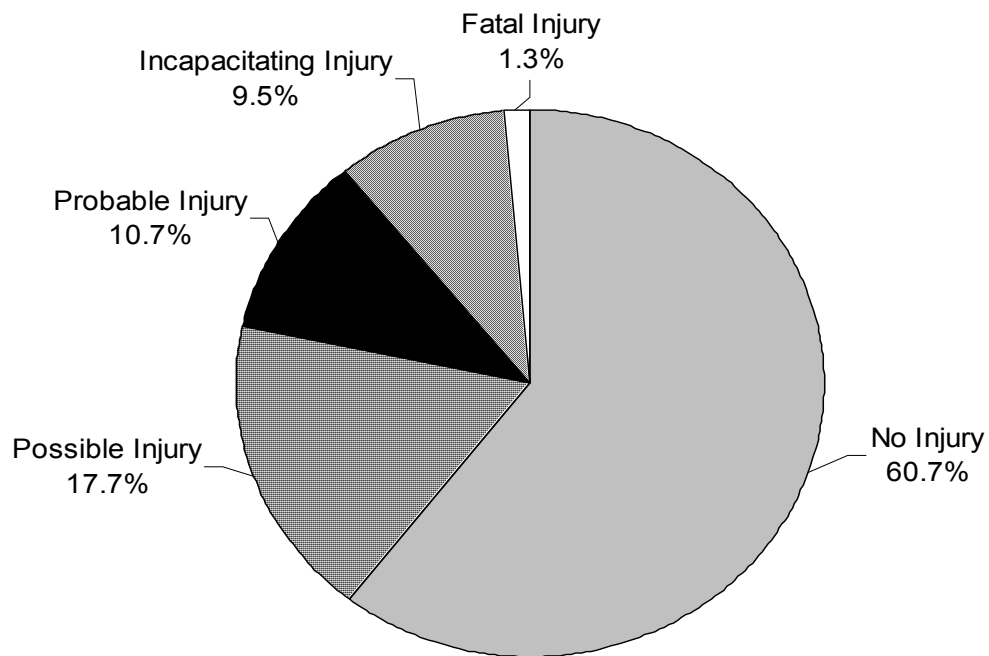
Figure 8.01 Speed-Related Total Crashes, Injury Crashes and Fatal Crashes, Utah 1993– 2000



## Speed-Related Crash Severity

Figure 8.02 shows the breakdown of speed-related crash severity. The percentage of speed-related crashes (39.2%) that resulted in an injury was similar to the percentage for all motor vehicle crashes (37.4%). The percentage of fatal speed-related crashes (1.3%) was higher than the percentage for all motor vehicle crashes (0.6%).

Figure 8.02 Severity of Speed-Related Crashes as Reported by Police, Utah 2000 (n=7,725)



# Speed-Related Crashes by County

The rates of total speed-related crashes, injury crashes and fatal crashes for each county are shown in Table 8.02. There are two different rates given; one based on the miles traveled in the county, and another on the population of the county. The top three counties for total speed-related crashes based on million vehicle miles traveled were Wasatch, Morgan, and Daggett. The top three counties for speed-related injury crashes were Wayne, Wasatch, and Rich. Piute, Morgan, and Rich had the highest rates of speed-related fatal crashes per million vehicle miles traveled.

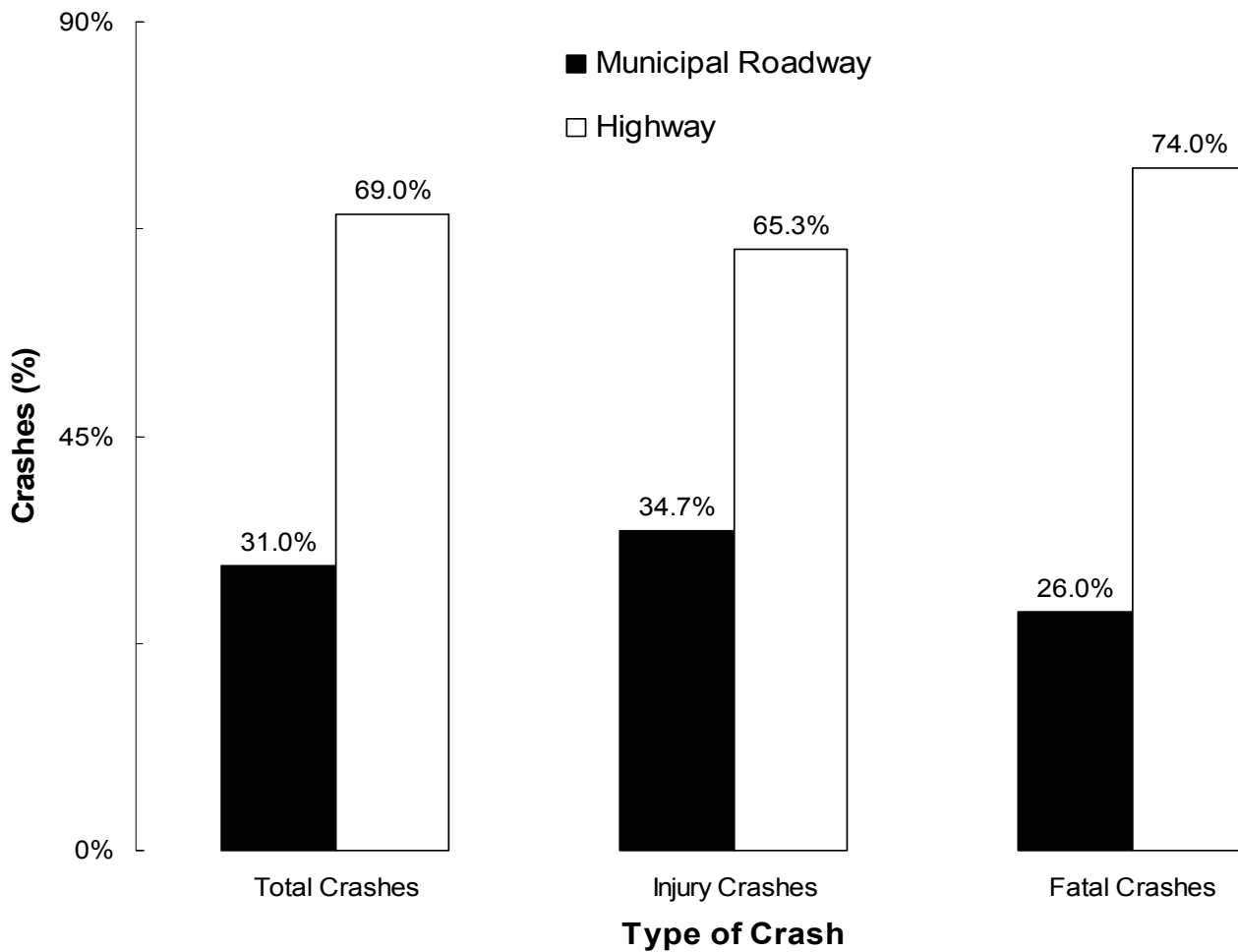
Table 8.02 Speed-Related (S-R) Total Crashes, Injury Crashes and Fatal Crashes by County, Utah 2000

County	S-R Total Crashes			S-R Injury Crashes			S-R Fatal Crashes		
	#	Rate per 10 MVMT	Rate per 10,000 Population	#	Rate per 100 MVMT	Rate per 10,000 Population	#	Rate per 1,000 MVMT	Rate per 100,000 Population
Beaver	79	3.7	113.9	36	16.9	51.9	1	4.7	14.4
Box Elder	256	2.8	60.0	105	11.5	24.6	7	7.6	16.4
Cache	252	3.2	27.0	93	11.7	10.0	6	7.6	6.4
Carbon	66	1.9	29.1	29	8.4	12.8	0	0.0	0.0
Daggett	13	5.1	152.0	5	19.7	58.5	0	0.0	0.0
Davis	534	2.6	22.7	149	7.1	6.3	4	1.9	1.7
Duchesne	64	3.3	44.5	26	13.4	18.1	1	5.2	6.9
Emery	80	2.3	71.4	31	8.8	27.7	4	11.3	35.7
Garfield	23	1.7	48.4	10	7.4	21.1	1	7.4	21.1
Grand	55	2.0	50.1	31	11.2	28.2	3	10.8	27.3
Iron	197	3.5	57.3	99	17.5	28.8	3	5.3	8.7
Juab	84	2.4	102.6	41	11.9	50.1	2	5.8	24.4
Kane	25	2.0	33.4	9	7.3	12.0	1	8.1	13.4
Millard	125	3.0	96.8	49	11.8	38.0	5	12.1	38.7
Morgan	68	5.6	97.4	21	17.4	30.1	4	33.2	57.3
Piute	7	2.4	41.9	2	6.7	12.0	1	33.7	59.9
Rich	17	3.8	90.5	11	24.7	58.5	1	22.4	53.2
Salt Lake	3,228	4.4	37.0	1,189	16.2	13.6	13	1.8	1.5
San Juan	54	1.9	39.9	19	6.8	14.0	5	17.8	36.9
Sanpete	85	3.7	38.0	31	13.6	13.9	3	13.1	13.4
Sevier	163	4.2	83.1	52	13.4	26.5	3	7.7	15.3
Summit	243	3.9	88.3	71	11.4	25.8	3	4.8	10.9
Tooele	153	2.3	43.4	66	9.8	18.7	2	3.0	5.7
Uintah	68	2.3	27.3	28	9.5	11.2	5	16.9	20.0
Utah	912	3.0	26.4	381	12.6	11.0	13	4.3	3.8
Wasatch	155	6.2	107.5	68	27.1	47.2	4	16.0	27.7
Washington	174	1.9	20.2	83	9.2	9.6	2	2.2	2.3
Wayne	20	4.9	76.3	12	29.3	45.8	0	0.0	0.0
Weber	525	3.5	27.5	187	12.4	9.8	7	4.6	3.7
Statewide	7,725	3.4	35.6	2,934	13.0	13.5	104	4.6	4.8

# Speed-Related Crash Locations

The locations of the speed-related crashes are shown in Figure 8.03. Speed-related crashes were more likely to occur on a highway compared to a municipal roadway.

Figure 8.03 Highway and Municipal Roadway Speed-Related Total Crashes, Injury Crashes and Fatal Crashes, Utah 2000



# Drivers Involved in Speed-Related Crashes

The largest proportion of total speed-related crashes and injury crashes involved drivers in the 15 to 19 year old group for both males and females (Table 8.03). However, the largest proportion of fatal speed-related crashes involved the 20-24 year old group for males and the 30-34 year old group for females.

Table 8.03 Gender and Age of Drivers Involved in Speed-Related (S-R) Total Crashes, Injury Crashes and Fatal Crashes, Utah 2000

Age	S-R Total Crashes				S-R Injury Crashes				S-R Fatal Crashes			
	Male Drivers		Female Drivers		Male Drivers		Female Drivers		Male Drivers		Female Drivers	
	#	%	#	%	#	%	#	%	#	%	#	%
<15	17	0.3%	8	0.3%	12	0.6%	6	0.6%	1	1.2%	0	0.0%
15 - 19	1,366	25.8%	836	32.0%	528	26.8%	343	32.7%	11	13.4%	5	20.8%
20 - 24	1,252	23.6%	587	22.5%	444	22.6%	197	18.8%	20	24.4%	5	20.8%
25 - 29	687	13.0%	264	10.1%	241	12.3%	100	9.5%	5	6.1%	2	8.3%
30 - 34	478	9.0%	220	8.4%	197	10.0%	71	6.8%	12	14.6%	6	25.0%
35 - 39	364	6.9%	167	6.4%	135	6.9%	88	8.4%	7	8.5%	3	12.5%
40 - 44	319	6.0%	164	6.3%	109	5.5%	86	8.2%	8	9.8%	0	0.0%
45 - 49	265	5.0%	125	4.8%	97	4.9%	60	5.7%	3	3.7%	0	0.0%
50 - 54	184	3.5%	96	3.7%	63	3.2%	36	3.4%	6	7.3%	1	4.2%
55 - 59	126	2.4%	59	2.3%	48	2.4%	24	2.3%	5	6.1%	1	4.2%
60 - 64	75	1.4%	21	0.8%	25	1.3%	6	0.6%	1	1.2%	0	0.0%
65 - 69	50	0.9%	20	0.8%	18	0.9%	11	1.0%	2	2.4%	0	0.0%
70 - 74	50	0.9%	17	0.7%	19	1.0%	9	0.9%	0	0.0%	0	0.0%
75 - 79	26	0.5%	10	0.4%	11	0.6%	5	0.5%	1	1.2%	1	4.2%
80 - 84	5	0.1%	8	0.3%	3	0.2%	4	0.4%	0	0.0%	0	0.0%
85 +	2	0.0%	3	0.1%	0	0.0%	1	0.1%	0	0.0%	0	0.0%
Missing	37	0.7%	8	0.3%	17	0.9%	2	0.2%	0	0.0%	0	0.0%
Grand Total	5,303	100.0%	2,613	100.0%	1,967	100.0%	1,049	100.0%	82	100.0%	24	100.0%

\*Note: More than one driver may be speeding in a speed-related crash.

# Speed-Related Crash Participants Injury Severity

Almost one-third (27.8%) of speed-related crash participants were injured compared to 21.6% of all motor vehicle crash participants. The percentage of speed-related crash participant fatalities (0.9%) was higher than the percentage for all motor vehicle crash participants (0.3%).

Figure 8.04 Speed-Related Crash Participants Injury Severity as Reported by Police, Utah 2000 (n=12,296)

